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SUBJECT: CY-2004 END USE MONITORING REPORT

REF: INL PROGRAM AND POLICY GUIDE (05/01)

¶1. (U) Summary: This End-Use Monitoring (EUM) Report
summarizes support provided to the Colombian National Police
(CNP), Colombian military (COLMIL) and other Government of
Colombia agencies by the Narcotics Affairs Section (NAS) of
Embassy Bogota during CY-2004. This support was provided
under the International Narcotics Control (INC)/Andean
Counter-drug Initiative and Plan Colombia programs and
included aircraft, aviation fuel and maintenance support,
construction supplies and services, vehicles, fuel and
maintenance, communications and computer equipment, human
rights assistance, and weapons and ammunition. End summary.

¶2. (U) PROCEDURES:

Each of the individual programs, in coordination with the
NAS Deputy Management Officer, is responsible for End-Use
Monitoring of support funded by their programs. Due to the
differences in the size and scope of the various programs,
there are a variety of systems in place. The Program
Managers and Advisors, both DOS and DOJ Direct Hire and US
Personal Service Contract (PSC) personnel, provided input
for the this report through occasional site visits and EUM
reports. The NAS Management Section has an audit unit,
staffed by six Locally Engaged Staff (LES) personnel, that
assists program staff in conducting monitoring. This unit
reviewed and implemented monitoring procedures, conducted
inventories and audits, and oversaw the disposal of surplus
material.

NAS program staff held regular working meetings with their
Government of Colombia (GOC) counterparts to discuss
operations and status of USG-provided assets. Among these
are the CNP Anti-Narcotics Division (DIRAN), its aviation
component (ARAVI) and the Colombian Army (COLAR). These
three divisions receive the bulk of INL support. Selected
GOC inventories were requested and compared with NAS records
to verify status of resources.

Additionally, NAS has approximately 700 American, Colombian,
and third-country national contractors through various
contracts with DynCorp, Lockheed-Martin (LM) (and their sub-
contractor Consulting, Contracting and Engineering, LLC
(CCE)), Aeronautical Radio, Inc. (ARINC), and Olgoonik
Logistics, LLC. Many individuals contributed to the EUM
process by conducting inventories and providing status
reports. As many of these contractors control INL funded
assets, their activities are also monitored.

DEA and ATF have databases of all equipment donated to their
counterpart agencies, identifying items by brand, model and
serial number, etc., and detailing location and condition.
Both agencies conducted random unscheduled inventories to
ensure that all USG-funded equipment was accounted for and
in service for intended use.

¶3. (U) RESOURCES AND STATUS

¶A. COMPUTER EQUIPMENT: NAS, DEA, and ATF program managers
and advisors monitored USG-provided equipment. NAS
Management Section has one computer programmer and two IT
specialists who provide assistance to program staff and the
GOC counterparts in identifying requirements, designing
systems, and providing maintenance and technical support.

¶B. COMMUNICATIONS EQUIPMENT: All NAS counterpart agencies
that received communications equipment provided inventories
and status reports as requested. Analysis of the
inventories showed no major discrepancies. A NAS PSC
Communications advisor provided support to the CNP and other
GOC entities in identifying requirements, conducting
training, and monitoring program implementation.

¶C. VEHICLES: DEA maintains a database of all vehicle
donations, detailing location and condition. Currently
there are 92 DEA donated and supported vehicles. In CY2004,
a source origin waiver was received for local purchase of an
additional 30 vehicles. Procurement of these vehicles did
not begin until CY05.

No.	Make/Model/Year	Location	Status
2	Hyundai Accent/Sedan/2002	HTF Bogota	

Qty	Vehicle	Agency/Location	Condition
2	Chevrolet Corsa GLS/Sedan 2002	HTF Bogota	Good
1	Hyundai Accent/Sedan/2002	ANTIN Bogota	Good
1	Chevrolet Corsa GLS/Sedan 2002	ANTIN Chem SIU Bogota	Good
1	Chevrolet Corsa GLS/Sedan/2002	DAS Barranquilla	Good
1	Renault/Sedan/2002	CTI SIU Bogota	Good
1	Renault Energy/Sedan/2001	DAS SIU Cali	Good
2	Chevrolet Swift/Sedan/2001	HTF Bogota	Good
4	Chevrolet Corsa GLS/Sedan/2001	CNP ANTIN Santa Marta	Good
2	Volvo S70/Sedan/2000	CNP Bogota	Good
1	Chevrolet-Suzuki Swift/Sedan/1999	DAS SIU Cali	Good
1	Chevrolet-Hyundai/Taxi/2002	DAS SIU Bogota	Good
1	Chevrolet/Taxi/2002	HTF Bogota	Good
1	Chevrolet/Taxi/2002	ANTIN Chem SIU Bogota	Good
1	Mitsubishi Montero/SUV/2002	HTF Bogota	Good
1	Mitsubishi Montero/SUV/2002	ANTIN Chem SIU Bogota	Good
3	Chevrolet Rodeo/SUV/2001	CNP SIU	Good
2	Toyota Prado VX/SUV/2000	CNP SIU	Good
1	Chevrolet-Suzuki Vitara/SUV/1999	CNP SIU Bogota	Good
1	Chevrolet-Kia Sportage/SUV/1999	DAS SIU Cali	Good
1	Toyota Land Cruiser/SUV/1999	CNP SIU	Good
2	Toyota Land Cruiser/SUV/Unavailable	Unavailable	
1	Mitsubishi L300/Panel Van/2002	DIJIN Cali	Good
1	Chevrolet Super Carry/Van/2002	DAS Barranquilla	Good
3	Mitsubishi L300/Panel Van/2001	CNP SIU	Good
1	Mitsubishi L300/Panel Van/2001	CTI SIU Bogota	Good
1	Mitsubishi L300/Panel Van/2001	ANTIN Chem SIU Bogota	Good
1	Mitsubishi L300/Panel Van/2001	DAS Airport Bogota	Good
3	Mitsubishi L300/Panel Van/2000	HTF	Good
1	Mitsubishi L300/Panel Van/2000	DAS SIU Cali	Good
1	Mitsubishi L300/Panel Van/1999	DAS SIU Bogota	Good
1	Honda XR200/Motorcycle/2001	HTF Bogota	Good
1	Honda XR200/Motorcycle/2001	HTF Pereira	Good
2	Honda XR200/Motorcycle/2001	ANTIN Chem SIU	Good
2	Honda XR200/Motorcycle/2001	ANTIN Santa Marta	Good
2	Yamaha 100/Scooter-Mcycle/2001	CNP SIU Medellin	Good
2	Yamaha 100/Scooter-Mcycle/2001	CNP SIU Cartagena	Good
1	Yamaha 100/Scooter-Mcycle/2001	CNP SIU Cali	Good
1	Chevrolet Rodeo/SUV/2002	ANTIN Bogota	Good
2	Nissan Sentra/Sedan/2002	HTF Bogota	Good
2	Hyundai Accent GL/Sedan/2002	HTF Bogota	Good
3	Honda XL200/Motorcycle/2002	CTI SIU Bogota	Good
3	Honda XL200/Motorcycle/2002	HTF Bogota	Good
1	Honda XL200/Motorcycle/2002	ANTIN Barranquilla	Good
1	Chevrolet Rodeo/SUV/2003	CTI Cali	Good
1	Chevrolet Rodeo/SUV/2003	DIJIN Cali	Good
2	Hyundai Grace Van/2004	Airport Interdiction	Good
4	Ford Ranger XL Pickups/2004	Airport Interdiction	Good
1	Mitsubishi 3000 Panel Van/2004	Colombian Navy Intel	Good

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1    Renault Symbol/2004            Colombian Navy Intel
Good
1    Kia Pregio Van/2004            Colombian Navy Intel
Good
2    Yamaha RX115 Motorcycles/2004  Colombian Navy Intel
Good
1    Renault Clio Expression/2004   CNP SIU Cali
Good
1    Chevrolet Corsa/2004               CNP SIU Cali
Good
4    Mazda 626/2005            HTF Bogota
New
3    Cheverolet Rodeo/2005          HTF Bogota
New
1    Chevrolet Gran Vitara/2005         HTF Bogota
New
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NAS employs a vehicle maintenance advisor who monitors all
CNP vehicles and maintains a database detailing maintenance
performed, fuel requests, and usage. In CY04, there were
232 NAS-supported vehicles; 58 were supported by ARAVI
through the LM contract. At the present time, increase in
the number of vehicles is not permitted. As vehicles are
removed from service, other vehicles may take their place to
receive support. These vehicles are utilized throughout
Colombia, supporting Interdiction and Eradication and other
counternarcotics operations.

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Ambulance           3
Automobile              20
Boat                1
Bus                 6
Jeep                11
Crane Truck             1
Pick-up Truck           75
Fork Lift           2
Light Truck             25
Motorcycle              43
Tank Truck              7
SUV                 26
Van                 12
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In CY04, the NAS Interdiction program received 23 Ford F-450
trucks for donation to the CNP Rural Mobile Police
(Carabineros) program. These vehicles are in process of
modification and have not been turned over to the CNP. No
maintenance or fuel support will be provided for these
vehicles.

¶D. AIRCRAFT: The CNP Eradication and COLAR projects, both
managed by the NAS Aviation Unit (NAU) and supported by a
contract with DynCorp, were major recipients of INL-funded
support. NAS and INL/A conducted regular program reviews to
ensure that aircraft were being used for designated purposes
and that the contractor was complying with all contract
requirements. The CNP and COLAR provide regular status
reports to NAU, and flight logs of all supported aircraft
are randomly reviewed. The USG retains title to all of
these aircraft, while the GOC has operational control. The
Letter of Agreement specifies the purposes for the aircraft
and any other use, such as disaster relief or humanitarian
operations, must be approved by the Ambassador or NAS
Director.

CNP ERADICATION

Five USG-owned aircraft were added to the CNP eradication
inventory in CY-2004. These included three AT-802 Air
Tractor spray aircraft, one OV-10 Bronco spray aircraft, and
one C-27 cargo aircraft. The C-27 was transferred to the
inventory from the NAS/INL Air Wing program in Peru.

One aircraft was removed from the CNP eradication inventory
this year: an AT-802 aircraft was removed after the aircraft
crashed due to unknown causes. The pilot was safely
recovered by INL Search and Rescue (SAR) assets. An
investigation was conducted, but due to the location of the
site and condition of the aircraft, a definite cause could
not be ascertained.

Rotary Wing	CY03	Added		Removed	CY04
UH-1N	11	0	0		11

Fixed Wing	CY03	Added		Removed	CY04
T-65	4	0	0	4	
AT-802	5	3	1	7	
OV-10	7	1	0	8	
C-27	2	1	0	3	
C-208	1	0	0		1

Flight hours for CNP Eradication aircraft totaled
approximately 9,656 for fixed wing and 3,740 for rotary wing
aircraft during CY-2004.

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Rotary Wing
UH-1N    3,740 FLT HRS


Fixed Wing
T-65         1,847 FLT HRS
AT-802   2,676 FLT HRS
OV-10        3,350 FLT HRS
C-27A        1,151 FLT HRS
C-208          633 FLT HRS
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COLAR - PLAN COLOMBIA HELICOPTER PROGRAM

Currently the Plan Colombia Helicopter fleet consists of the following aircraft:

	CY03	Added	Removed	CY04
UH-1N	28	0	1	27
UH-1H II	25	0	1	24
K-1200	5	0	0	5
UH-60L	14	0	0	14

Aircraft UH1N 223 was damaged and was removed from the inventory on March 17, 2004. On December 1, 2003, while conducting a two gun-ship screening mission, UH1N EJC 223 received hostile ground fire and critical aircraft components were damaged. Crewmembers were evacuated (one injured), all equipment was secured, but the aircraft was not repairable.

Aircraft UH1HII 407 crashed on May 31, 2004, while conducting aerial gunnery training at the Colombian Army Base in Tolemaida. The aircraft was removed from the inventory on August 11, 2004.

Flight hours for COLAR Plan Colombia aircraft totaled approximately 21,020 hours during CY-2004.

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UH-1N      8,470 FLT HRS
UH-1H II   7,545 FLT HRS
K-1200       909 FLT HRS
UH-60L     4,096 FLT HRS
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ARAVI PROGRAM

The ARAVI program is managed by a FSO, assisted by five AMCIT PSCs. In addition to donating aircraft, the USG provides fuel and maintenance support through a contract with Lockheed Martin and their sub-contractor CCE. Currently, NAS, ARAVI and LM personnel are conducting a 100% inventory of all USG-funded equipment and developing a new inventory monitoring system for improved EUM controls. NAS Advisors receive daily status reports detailing with aircraft condition, engine repairs, and procurement status.

Rotary Wing	CY03	Added	Removed	CY04
H530FF	1	0	0	1
H500	1	0	0	1
206B	3	0	0	3
206L	1	0	0	1
206L3	4	0	0	4
B212	12	0	0	12
UH-60L	7	0	0	7
HUEY II	31	1	0	32
Fixed-Wing	CY03	Added	Removed	CY04
DHC6-300	2	0	0	2
C-99	1	0	0	1
DC-3	3	1	1	3
C-208	2	0	0	2
C-26A	2	0	0	2
C-26B	2	0	0	2
C-152	3	0	0	3
C-206G	3	0	0	3

Changes in aircraft numbers during CY04 were as follows: the CNP added 1 UH-1H II to the rotary-wing fleet through re-engineering supported by NAS. One DC-3 was destroyed when the pilot lost control of the aircraft while landing on March 28, 2004. One DC-3 was added to the fleet in December ¶2004. The CY2003 report incorrectly included one C-208 and one C-206G as being supported; they are CNP aircraft not supported by NAS.

AIR BRIDGE DENIAL

The Air Bridge Denial (ABD) program is operated by the Colombian Air Force with USG-provided aircraft and support. It is managed by an AMCIT PSC and supported through a contract with ARINC. The USG and contractor program managers conducted regular site visits and provided weekly and monthly status reports. In accordance with the LOA, AMCIT contractor personnel flew on every tracking mission and provided after action reports. These reports were reviewed on a weekly basis by the program managers. Two additional Citations were provided in CY04. Two Colombian C-26s that were refurbished by the USG did not return to Colombia in CY04 as projected in the CY03 EUM report.

Aircraft	CY03	Added	Removed	CY04
Citation 560	3	2	0	5

AVIATION FUEL
Jet fuel, aviation gasoline, and methanol (fuel additive for
C-26 aircraft) was provided for all NAS-supported aircraft.
An AMCIT PSC Fuels Advisor monitored purchases, deliveries,
storage, and use of NAS provided fuels at all bases and
airports. NAS procurement agents and voucher examiners
reviewed all fuel orders and invoices and found no major
discrepancies.

¶E. CONSTRUCTION: NAS has a construction unit comprised of
three architects, three civil engineers, and a project
manager. They managed all phases of NAS-funded construction
projects and provided advice to the GOC on maintenance
issues. Program staff ensured that facilities were being
used for designated purposes during site visits. In 2004,
there were over 45 NAS-funded construction projects.

Major improvements were made to the CNP base at San Jose del
Guaviare: a taxiway from the main runway to the platform and
heliports wase constructed; barracks were enlarged and
improved; and a back-up generator for the base was
installed, along with improvements to the electrical
infrastructure. Additionally, a water treatment plant was
constructed for processing of waste water from spray
operations.

In Larandia, a water treatment plant was constructed and
improvements were made to aircraft hangers. In Bogota,
renovations were made to the DIRAN headquarters to house
additional personnel and co-locate additional units. Major
improvements to technical infrastructure were constructed at
the training facility for penal employees in Funza.

¶F. DEFENSE ARTICLES: NAS continues to provide arms and
ammunition to the Colombian Forces who maintain controls and
inventories of USG-provided weapons. An AMCIT PSC Weapons
Advisor monitors the use and operational status of donated
weapons. NAS audit staff perform regular inventories to
ensure that all weapons are accounted for and provides
detailed information on location, type of weapon, and
condition.

¶4. (U) IMPACT

¶A. COMMUNICATIONS EQUIPMENT: NAS-provided secure aircraft
radios and a new computerized aircraft tracking system to
ARAVI. This system allows secure communications between all
aircraft as well as automatic flight tracking that provides
location, speed, and altitude. It also provides alternate
communications in case of emergency.

¶B. VEHICLES: USG support ensured that vehicles were
available for operational needs. They facilitated the
movement of personnel and supplies, surveillance and
arrests, and increased response times to those in need. The
effectiveness of the CNP would have been greatly diminished
without this support.

¶C. AIRCRAFT: The impact of USG air support in Colombia
cannot be overstated. Given the size and geographic
diversity of Colombia, air support is essential to CN
efforts in Colombia. In calendar year 2004, the Aerial
Eradication program sprayed a record 136,551 hectares
(gross, unadjusted) of coca and 3,064 hectares of opium
poppy. USG support to the counter-narcotics efforts of the
Colombian Army, particularly the Plan Colombia Helicopter
Program, is essential. In addition to funding and equipment
purchases/donations, USG support also included PCHP training
and institution building objectives. Specifically, the
Colombian Army Helicopter Battalion and Aviation Brigade
have adopted several programs to enhance their capabilities.
Among them are the publishing of Flight Regulations that
mirror the US Army's 95-1; conducting operations under the
DOS/INL Operational Directives; and using the PCHP
standardization program for all airframes to include FMS
UH60s, MI17s, and the Fixed Wing Battalion. Furthermore,
without USG-provided support, the PCHP would not have been
able to support the counter-narcotics brigade and other
vetted units, thereby reducing the effectiveness of the both
the COLMIL counter-narcotics efforts and the CNP/INL
eradication task force. Lastly, it is important to
recognize the integral part that the PCHP has played in
meeting this year's illicit crop eradication goal of 130,000
hectares of coca.

ARAVI aircraft and crews played a significant role in
providing support for spray operations. T-65 operations are
wholly supported by ARAVI gunships and SAR helicopters,
while all other spray operations, i.e., AT-802 and OV-10,
have CNP copilots and gunners. CNP "Halcon" gunships
provide additional cover and were instrumental in rescuing
the crew of an eradication helicopter shot down in December.

ARAVI has participated in numerous interdiction operations and was the principal means by which approximately 5677 Carbinero troops were inserted into remote areas of the country. Although the USG-provided assets are normally intended for CN operations, ARAVI provides aerial intelligence platforms and supports all other police units on a "when available" basis, subject to Embassy approval. ARAVI helicopters transported 118,366 Kg's of cargo and 23,116 passengers, while the airplanes transported 1,451,102 Kg's of cargo and 41,244 passengers.

¶D. DEFENSE ARTICLES: USG assistence allowed the CNP to train and equip 40 Carabinero Mobile Squadrons and staff 158 municipality police staions, approximately 16,000 police in all, for assignment in rural Colombia where no security presence existed prior to August 2002. This program continues to support President Uribe's key strategic goal of the establishment of public security throughout Colombia.

¶6. (U) PROBLEMS: In CY03, this report noted that the Plan Colombia Helicopter Program was unable to institute a 100% audit of all assets. In CY04, NAS instituted stringent property accountability procedures that include an annual 100% inventory.

Police operator training/turnover has caused operational problems in the water treatment plant in San Jose del Guaviare. Personnel turnover has also been a factor in the ability of the satellite imagery laboratory to provide multi-temporal   image   analysis and other satellite   imagery laboratory products. This problem is being addressed with training agreements to limit transfers of critically trained personnel.

Unregulated power fluctuations have continued to damage computer equipment; programs are providing UPS systems and making infrastructure upgrades as necessary.

¶7. (U) PROGAM CHANGES: In the communications intercept field, DEA is moving from traditional analog/cassette recording to digital intercept equipment.   This   shift towards more modern technology will allow evidence collected by host-nation counterparts to be shared with, and processed by, USG law enforcement agencies on international cases leading to extraditions. This new equipment will also help to minimize abuses of the system. No other major changes to report.

WOOD